

CLAIMS AS AMENDED

Claims 1-13 (CANCELED).

Claim 14 (currently amended): An aircraft roller comprising:
a) a roller consisting essentially of a cylindrical body, said body having a length and a diameter; and
b) an aperture extending longitudinally along and through the center of said body, wherein said body consists essentially of a polymer, wherein the roller has a burn rate of rate of less than 4.0 inches per minute and is joined to an aircraft storage bay.

Claim 15 (previously presented): The aircraft roller of claim 14, wherein the roller is a single piece component.

Claim 16 (currently amended): The aircraft roller of claim 14, wherein the polymer is selected from the group consisting of polysulfone, nylon, polycarbonate, polyetherimide, polyetherketone, polyphenylene sulfide, and polyvinylidene fluoride and acetyl copolymer.

Claim 17 (previously presented): The aircraft roller of claim 14, wherein the polymer is acetyl copolymer.

Claim 18 (previously presented): The aircraft roller of claim 14 further having ends, wherein said ends are shaped to provide a shoulder.

Claim 19 (previously presented): The aircraft roller of claim 14 further having an impact strength of at least 0.5 ft. lbs./in.

Claim 20 (previously presented): The aircraft roller of claim 14 further having a flexural strength of at least 20 psi.

Claim 21 (previously presented): The aircraft roller of claim 14 further having a compressibility strength of at least 20 psi.

Claim 22 (previously presented): The aircraft roller of claim 14 further having a compressibility strength of at least 200 psi.

Claim 23 (previously presented): The aircraft roller of claim 14, wherein the diameter of the body of the roller is between $\frac{1}{4}$ of an inch to 12 inches.

Claim 24 (previously presented): The aircraft roller of claim 14, wherein the length of the body of the roller is between $\frac{1}{2}$ of an inch to 25 feet.

Claim 25 (previously presented): The aircraft roller of claim 14, wherein the diameter of the body of the roller is between $\frac{1}{2}$ of an inch to 6 inches.

Claim 26 (previously presented): The aircraft roller of claim 14, wherein the length of the body of the roller is between 3 inches to 4 inches.

Claim 27 (previously presented): An aircraft conveyor system comprising at least one aircraft roller of claim 14.

Claim 28 (withdrawn): A method of installing the aircraft roller of claim 14 to an aircraft conveyor system comprising:

- a) removing an existing roller from a shaft of the aircraft conveyor; and
- b) inserting the aircraft roller of claim 14 onto the shaft.

Claim 29 (withdrawn): The method of claim 28 further comprising the step of securing the roller to the aircraft conveyor with a retaining pin.

Claim 30 (previously presented): The aircraft roller of claim 14 manufactured by a method comprising the steps of:

- a) obtaining a round stock of polymer;
- b) boring an aperture longitudinally through the round stock of polymer; and
- c) cutting the round stock to length.

Claim 31 (previously presented): The aircraft roller of claim 30 further comprising the step of detailing ends of the cut round stock.

Claim 32 (currently amended): The aircraft roller of claim 30, wherein the polymer is selected from the group consisting of polysulfone, nylon, polycarbonate, polyetherimide, polyetherketone, polyphenylene sulfide, and polyvinylidene fluoride and acetyl copolymer.

Claim 33 (previously presented): The aircraft roller of claim 30, wherein the polymer is acetyl copolymer.

Claim 34 (new): The aircraft roller of claim 14, wherein the roller consists of a polymer coupled to an aircraft storage bay.

Claim 35 (new): The aircraft roller of claim 34, wherein the polymer is acetyl copolymer.